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December 22, 2010

The Honorable Johnny B. Washington
Mayor of Greensboro
Post Office Drawer 77
Greensboro, Alabama 36744

**Subject: Annual Inspection Report
Greensboro Municipal Airport**

Dear Mayor Washington:

An inspection of the Greensboro Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on December 21, 2010.

The airport is currently closed to operations and this closure is noted in the Airport Facility Directory and Master Record Form. The purpose of this inspection was to determine if the airport meets the requirements for licensing in the Public Use category. The inspection determined that the airport now meets all licensing requirements and the license for operation is issued in full effect with no restrictions.

The inspection also determined that the asphalt surfaces of the airport need to be overlaid and the drainage structures beneath the taxiways must be replaced. The Bureau has received a preapplication for the needed repairs to the drainage structures and the overlaying of the pavement.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

cc: Mr. Rans Black, FAA
Natalie Hobbs – Goodwyn, Mills & Cawood

ANNUAL INSPECTION REPORT

DECEMBER 21, 2010



GREENSBORO MUNICIPAL AIRPORT
GREENSBORO, ALABAMA

**Annual Inspection Report
Greensboro Municipal Airport
Ashland, Alabama**

December 21, 2010

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December 21, 2010

Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Greensboro Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on December 21, 2010.

The airport is currently closed and the inspection on this date was made to determine if the airport meets licensing requirements to be reopened to operations.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Drawing (ALD) dated September 2007.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on December 21, 2010 it was determined that the airport meets the requirements for the issuance of an operating license. The operating license is issued in full effect with no restrictions.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement.
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- The Approach/Departure Paths of each runway end meet licensing requirements.

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Photo 1



Approach to Runway 18

Photo 2



Approach to Runway 36

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2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- ➔ The Primary Surface was found to meet state safety requirements.

Photo 3



West side of runway property recently cleared

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3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The Runway Safety Area of Runway 18 was found to meet state safety requirements.
- ➔ The Runway Safety Area of Runway 36 is violated by a drop in grade of more than 3 percent at a distance of 147 feet from the runway end in a drainage area. The runway is displaced to meet the 200 foot requirement.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- ➔ The airport markings are in Good condition.

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Photo 4



Runway 18 basic markings

Photo 5



Runway 36 basic markings

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5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

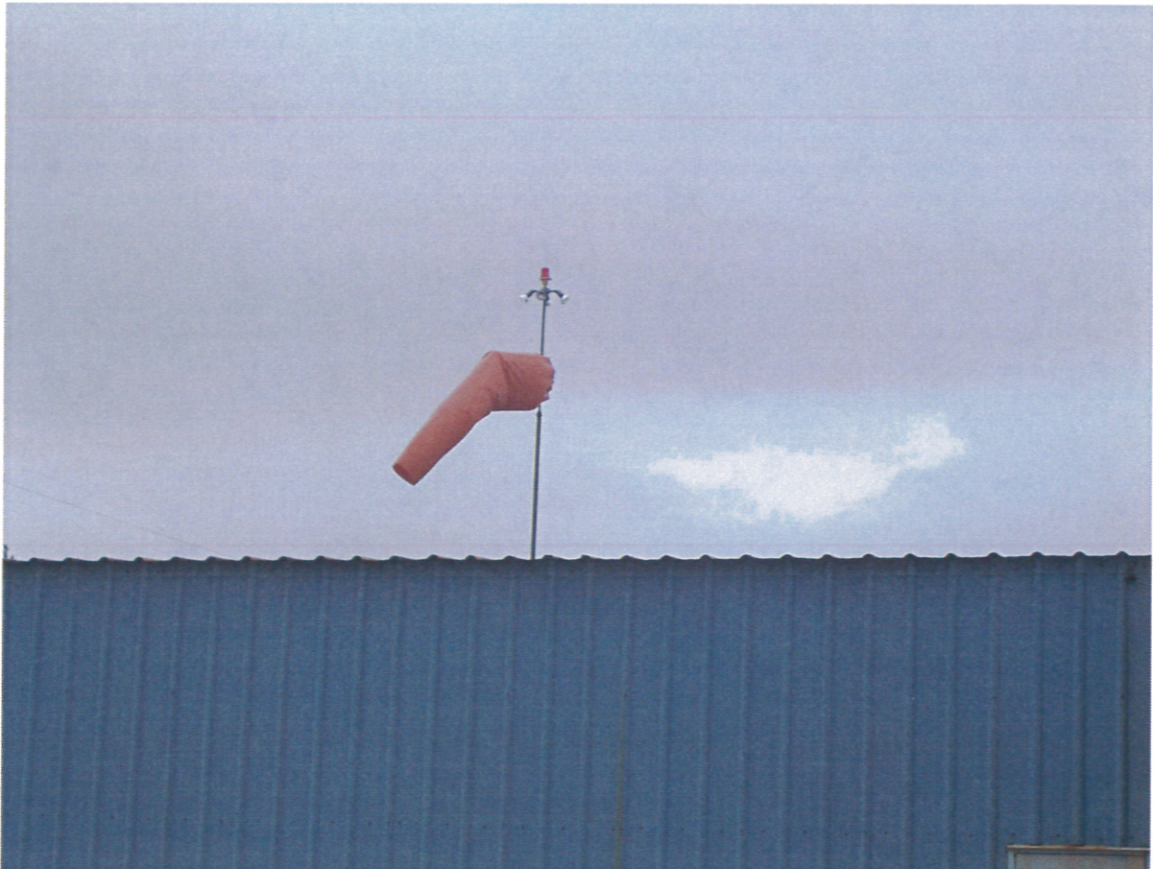
State Licensing Standards

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- The wind direction indicator meets licensing requirements.

Photo 6



Windsock assembly

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6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The airport lighting system meets licensing requirements.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results – Maintenance required

- ➔ The asphalt surfaces are in Fair to Poor condition.
- ➔ The runway has areas of reflective cracking with vegetation.
- ➔ The runway has areas of raveling with loose aggregate.
- ➔ The southernmost taxiway is block cracked with vegetation.
- ➔ The apron has areas of alligator cracking and block cracking.
- ➔ The drain pipes under the two taxiways needs to be replaced. The south taxiway pipe is collapsed on the outlet.
- ➔ The drainage ditch south of the apron has been graded and grassed with erosion control in place.

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Photo 7



North taxiway pavement cracking

Photo 8



Reflective cracking on runway

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Photo 9



Runway cracking with vegetation

Photo 10



South taxiway cracking with vegetation

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Photo 11



Outlet end of the drainage pipe on south taxiway

Photo 12



Recently completed drainage improvements

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Required Actions

- ➔ The runway, apron, and taxiways must be overlayed in the near future.
- ➔ The drainage structures beneath the taxiways must be replaced.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.
- ➔ The State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Inspection Results

- ➔ The fuel is dispensed from a pump.
- ➔ The fuel is stored in an underground tank.
- ➔ There is no fire extinguisher located at the fueling area.

Maintenance

- ➔ Place an extinguisher at the fueling area.

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Photo 12



Fuel pump with underground storage tank behind

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- No prohibited activities were observed during the inspection.

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Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

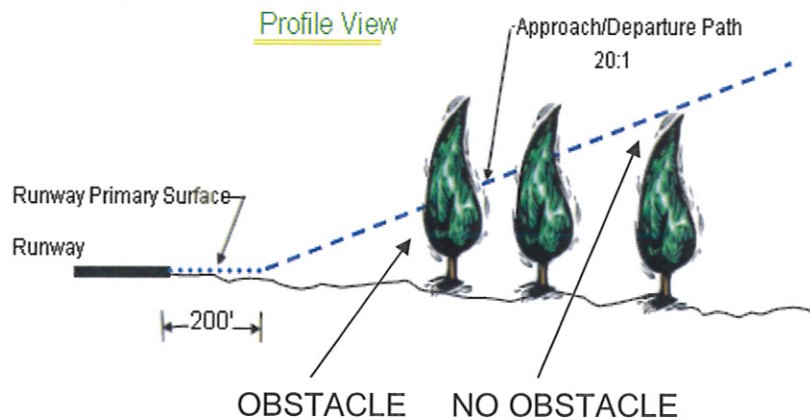
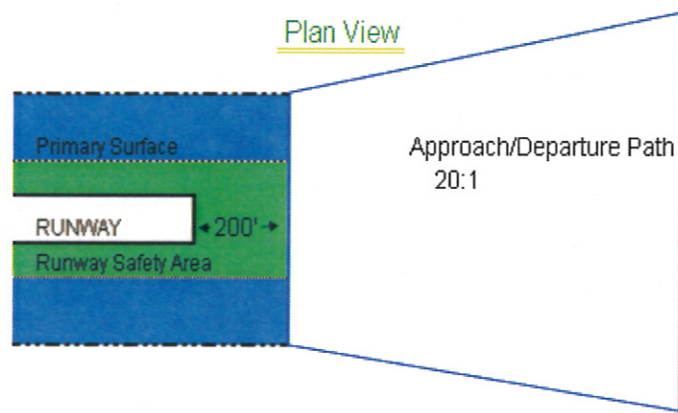
Inspection Area	Violation/Maintenance	Corrective Action
Runway, Taxiway and Apron Condition	Maintenance	1. Overlay paved areas. 2. Replace drainage pipes.
Fueling Area	Maintenance	Place extinguisher at fueling area.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1